PUDUKKOTTAI STATE

# WAR INFORMATION BUREAU

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LECTURE LI.

# SEA POWER: WHAT IT MEANS.

IN the terrible and fascinating world drama which is being played on the bloody fields of EUROPE and elsewhere, one of the most intriguing questions that arises is which will have the greatest pull over the others—land power, sea power or air power? If history and the experience so far gained are any true guides, the unhesitating answer can only be—sea power.

Now what is sea-power? It signifies the ability to win a naval battle at any given time or times, against a single enemy or combination of enemies. This is and has been the primary meaning of it. But gradually, from the days of Napoleon it has come to signify the ability of a country to keep its sea lines of communication fairly open and safe. The purposes of communication may be either the transport of armies or of food stuffs. This is on the positive side. The converse of this, to block the sea lines of communications of the enemy, to intercept all imports and exports to him, and apply the stranglehold of an economic blockade has assumed an equal importance.

**THE LESSON OF HISTORY.** From the earliest times maritime countries, especially if isolated islands like GREAT BRITAIN and JAPAN, had an advantage over merely continental countries. The earliest recorded instance, and one decisive for the future of the world, was that of the Battle of SALAMIS 480 B. C. when Xerxes saw his fleet destroyed by the Greeks. Although he was overwhelmingly superior on land, fearing the cutting off of his supplies, he beat a hasty retreat. And this ensured the preservation of western civilisation and culture, 'the glory that was GREECE'. The next decisive battle was that between ROME and CARTHAGE in the First Punic war, when ROME, who had no navy of her own, found that she had no future unless she became mistress of the Mediterranean, immediately created one, and won the Battle of LILYBAEUM, 241 B. C. This assured to the world Roman methods of Government, and conception of law, which are still the foundations of modern Governments. The battle of ACTIUM in 31 B. C. eliminated Antony and set the seal of empire on the young brows of Augustus. The navy created by Alfred to beat off the Danes from the shores of ENGLAND was the beginning of the modern English navy. The Italian Republics from 1300 to 1453 (the date of the capture of CONSTANTINOPLE by the Turks) pulsated with a vigorous life, since they had command of the seas. The end of the 15th and the beginning of the 16th century saw SPAIN, FRANCE, HOLLAND and PORTUGAL take to the sea. Of these SPAIN was the most formidable, as she had an empire of her own in the AMERICAS. The defeat of the Spanish Armada in 1588 by Sir Francis Drake broke the naval might of SPAIN, and reduced her permanently to the rank of a second rate power. The 17th century witnessed the scramble for markets overseas. PORTUGAL led the way by the discovery of the Cape route to INDIA. HOLLAND followed a close second. ENGLAND and FRANCE came in later. Gradually the sea power of ENGLAND eliminated all rivals in the east, and the empire of the east passed into her hands. From 1588 never was the unique naval supremacy of ENGLAND challenged until the days of Napoleon, when the victory of TRAFALGAR by Nelson in October 1805 rendered Napoleon's plans of an invasion of ENGLAND visionary. Napoleon proclaimed the continental blockade of ENGLAND, which he could not enforce on the neutral States of EUROPE; ENGLAND counter-imposed a blockade on FRANCE which was effective and which opened the eyes of the world to the efficacy of a naval blockade. Bismarck, the maker of modern GERMANY envisaged the evolution of GERMANY only as a continental

power enjoying the friendship of ENGLAND. However Kaiser William II overrode this counsel and created a navy. In the last Great War the German navy was badly mauled by Admiral Jellicoe at the Battle of JUTLAND in May 1916, after which it hid itself permanently in the Kiel canal and never came out. By the Treaty of VERSAILLES, GERMANY was deprived of her navy.

**THE PRESENT WAR.** The Great War had taught ENGLAND and the world many lessons. Without belittling the effect of the Allies on land, the ultimate and decisive cause of the German collapse was the stringency of the blockade by the Allies. During the Great War the submarine menace during 1917 and 1918 wrought great havoc on merchant shipping, but the convoy system and submarine hunting quickly brought about relief. In the present war the aims of the German Admiralty are different. Single-handed GERMANY never expected to face up to the English navy. She frankly gave up her idea of becoming a naval power and challenging the might of ENGLAND as an equal on the seas. So she gave up building capital battleships of the line; she had neither the wherewithal to construct these highly expensive ships nor the necessary training to force and win a decisive engagement. On the other hand she went in for 'pocket battleships' which could slip out into the seas and raid and prey on the merchantships. GERMANY also expected much from the ROME—BERLIN—TOKYO Axis. She expected the lining up of the three powers, a consequent dispersal of the overwhelming strength of the British navy on three seas—the Atlantic, the Mediterranean and the Pacific, if not any actual engagements. GERMANY had secretly been constructing numerous submarines—U boats as she called them. She had invented the magnetic mine, and with the aid of her dive bombers she expected to sink all ships whether belligerent or neutral on the seas, to paralyse all communications and bring about a moral collapse of life and activity in GREAT BRITAIN. She also expected by means of her numerous 'mosquito craft', and her large number of aircraft, to make a sustained attack on the navy which guarded the narrow strip of Channel some 20 miles broad, and regardless of the cost press home the attack and land an invading army on the shores of ENGLAND.

GREAT BRITAIN had anticipated all this, though there was the huge surprise of the utter collapse of mighty FRANCE in a fortnight and the attendant loss of the aid of that country's navy. Both belligerents in

fact, began from the point where they had left off at the end of the last war. The convoy system which was tried only late in the last war was brought into force immediately, and the navicert system was introduced. During the Great War ENGLAND experienced the greatest difficulty at the outset from the U. S. A., which on the other hand after it had entered the war in 1918 objected that ENGLAND was too tender to the susceptibilities of neutrals, and that the blockade was not being enforced with adequate rigour! In this war except for a formal protest at the outset from RUSSIA, some difficulty is being experienced from SPAIN alone which is suspected not to be voluntary. One of the greatest tributes to the manner in which the blockade is being applied and what is much more, to the moral righteousness of the cause of ENGLAND, is the alacrity with which the neutral countries have accepted the navicert system and the convoy system. With regard to the submarine the scientific 'antidote' by way of sound detectors has reached such a stage of advancement that the 'U boats' are seldom left unlocated. And then, anti-torpedo construction has minimised the danger to vessels, while the aircraft and destroyers between them have harried the 'U boats' almost out of existence. For strategic reasons the full tale of the 'U boats' destroyed has not been published by the Admiralty, but it can safely be stated that the 'U boat' menace has been practically mastered. The magnetic mine was the 'Secret weapon' of which Hitler boasted. After being a seven days' terror, it too has been mastered.

With regard to the menace from aircraft, acute controversy raged before the war. In the House of Lords one Peer had stated that 'We could have one thousand aircraft suitable for sea service for the cost of one capital ship, and that the construction of any more such vessels was a sheer waste of money'. This focussed attention on the question of the vulnerability of fighting ships to aerial attack. A Committee consisting of naval and air experts was constituted to consider the point. Their conclusions were as follows:—'It is plain to us that capital ships cannot be constructed so as to be indestructible by bombing from the air............In circumstances favourable to attack from the air which could be driven home by a large and powerful force, the most heavily armoured capital ship could no doubt be destroyed, or at least seriously crippled. It is impossible to do more than speculate as to the chances of such a combination of circumstances, or as to the degree of success likely to be attained by the attacking force........... The Admiralty make no claim that a ship, however designed, can be

invulnerable in all circumstances to every force of attack. But they do think that the capital ship of the future can be so designed as to distribution of her armour on decks and sides, and as to interior sub-division, that she will not be subject to fatal damage from the air.........The Admiralty's view is that there is no reason why a ship cannot be designed to meet air attack just as in the past she has been designed to meet other dangers'—This set an end to the controversy and the capital ship building programmes of GREAT BRITAIN, FRANCE and the U. S. A were accelerated as a result. The anti-aircraft defences of all the fighting vessels have been strengthened. Just as capital ships in action do not mean merely the huge 'mastodon' but the accompanying vessels which protect her when she is fighting, similarly a large number of aircraft have to be ready in bases near by to fight enemy aircraft in the air along with the anti-aircraft devices in the ships themselves. The question is not as the Committee put it, merely one between capital ship *versus* aircraft; it is one between the capital ship with a reasonable amount of aerial aid *versus* aircraft, and the experiences during the crucial attempt of GERMANY to cross over to GREAT BRITAIN after the fall of FRANCE in the latter half of 1939 failed, thanks to the 'Sea power' of GREAT BRITAIN. The North Atlantic Fleet standing grimly and silently between the hordes of Hitler and the Home shores beat off wave after wave of aerial attack, until from 15—8—39, the date fixed for the triumphal entry of Hitler into LONDON to dictate peace terms to the vanquished countries and inaugurate his 'new order' for the world, it has receded to the Greek KALENDS. The action off the Sicilian straits when the broadest target possibly in the navy—an aircraft carrier, in the person of the '*Illustrious*' survived the continuous attacks of German dive bombers for some 8 hours reinforced the lesson. In the action off CRETE there was some loss on account of lack of aerial support from bases near by.

With regard to the German raiders, one was put out of action while in harbour at the beginning of the war. The hunting down of the *Graf. Spee* and *Bismarck* are epics of their kind and after this bitter lesson it is extremely doubtful if GERMANY will risk her other ships.

GERMANY has been sedulously propagating the doctrine that the days of sea power are over, in the face of aerial advance and mine and submarine. If that had been the fact GREAT BRITAIN must have succumbed two years back, but the flag of freedom floats proudly from that bastion. It

was quite by chance that the Battle of JUTLAND came to be fought; it is extremely doubtful if any major naval operation will be fought in this war. The overwhelming naval might of BRITAIN in the background has made the other naval powers despair of ever grappling with it in a fair and square fight. The days of TRAFALGAR are no more. The battle off MATAPAN has left ENGLAND supreme in the Mediterranean. It is to counteract this that the Germans wanted to effect the famous pincer movement towards EGYPT and Suez, and either to bottle up Admiral Cunningham's fleet or drive it out of the Mediterranean. The defection of FRANCE has no doubt been a heavy blow, but the British navy has doggedly and cheerfully taken upon its shoulders the duties allotted to the French navy. In the Far East too the presence of a fleet in the SINGAPORE base has contributed not a little to cool the ardour of restive JAPAN. While GERMANY has gone 'Berserk' on land and sea and air, ENGLAND has been earning the moral support and sympathy of all rightminded neutrals. Not only support and sympathy, but the 'all-out' active help of the U. S. A., that country which is the barometer of the moral temper of the world. On July 1st Col. Knox declared "Hitlerism has encountered defeat for the first time when it reached the waters of the English Channel and fought the unsuccessful battle in the skies over ENGLAND. .............. To live, fight and win, BRITAIN needs food, oil, guns and planes in ever increasing quantities. We can help BRITAIN to strike at Hitler by giving her the means to bomb Hitler's oil plants and war materials, and by cracking the morale of the German people. Thus we can make them understand the cruelty and ruthlessness which Hitler has unloosed on the world. This can only be done if the passage across the Atlantic is cleared and ships are not sunk. I can find no better words in which to close them to repeat the gallant words of my Commander-in-Chief :—' I would rather die on my feet than live on my knees.' The time to use our navy to clear the Atlantic of the German menace is at hand '."

The sudden attack by GERMANY on RUSSIA is the most convincing proof of the efficacy of the British naval blockade, while with the co-operation of AMERICA the German so-called blockade is being raised. There is a famous Greek statue depicting a scene from Greek mythology. Laocoon a priest of Neptune and his two sons are shown as being strangled by the coils of a sea serpent. Lessing, a German writer, has written a famous work of art-criticism called 'Laocoon' upon it. That statue can be said to represent truly GERMANY and her allies in the stranglehold of the British Naval blockade. And sea power will again have saved the world for civilisation from the modern Huns.

APPENDIX.

# THE UNBREAKABLE GRIP.
# HITLER IN THE TOILS OF SEA-POWER.

by

*Michael Foote, of the 'London Evening Standard'.*

On a Spring day in the year 1912 Mr. Winston Churchill, who was then Britian's young First Lord of the Admiralty, stood on board a yacht off Portland Harbour. He was surrounded by the great ships which constituted the British Navy. That was just two years before the first Great War. During the next ten years, Mr. Churchill was to live through tremendous crises at the very centre of affairs. When the mighty storm subsided and the world was at peace once more, he wrote the story of the events in which he had played so notable a part. I expect some of you have read his book, "The World Crisis"; I have read many parts of it several times; there is no passage in it which impressed me more than the one which Mr. Churchill was inspired to write on the yacht off Portland Harbour. He looked around him on the great vessels of the British Navy, and this is what he wrote :—

**"Consider these ships, so vast in themselves, yet so small—so easily lost to sight on the surface of the waters, sufficient at the moment we trusted for their task, but yet only a score or so. They were all we had. Open the sea cocks, and let them sink beneath the surface, and in a few minutes, half an hour at the most, the whole outlook of the world would be changed. The British Empire would dissolve like a dream, each isolated community struggling forward by itself; the central power of union broken; mighty Provinces, whole Empires in themselves drifting hopelessly out of control, and falling a prey to strangers. And Europe, after one sudden convulsion, passing into the iron grip and rule of the Teuton, and all that the Teutonic system meant. There would only be left, far off across the Atlantic, unarmed, unready, and as yet uninstructed America to maintain single-handed law and freedom among men. Guard them well, Admirals and Captains, hardened tars, and tall marines, guard them well, and guide them true!"**

Those were Mr. Churchill's thoughts in the year 1912, when the menace to British Sea Power was still distant, and by many people unperceived. In the past few days, we have seen the menace near and obvious to every eye. I have thought of that passage several times during these recent days; once with a shudder, when His Majesty's ship the *Hood* was struck by a single blow delivered 13 miles away by the German ship *Bismarck*, and was sent to the bottom of the sea with only a few survivors. I thought of it again

when the news came through of the terrific battle between dive bombers and British ships off the coast of Crete. I thought of it once more, this time with pride, when the great news came that the *Hood* had been avenged, and that the *Bismarck* had met her master. I thought of it finally as I listened to President Roosevelt's broadcast. In his thrilling voice, he announced that the **United States of America was resolved to maintain the freedom of the seas; in that freedom, he inferred all other freedoms would be comprised, for unless Hitler can enslave the seas, he cannot conquer the world.** Yes, certainly, both Hitler and Roosevelt, and the people of these islands, have as their main pre-occupation the battle for the seas. Sea Power has been the key of all the great world conflicts, and despite the developments of modern weapons, it is still the key of this conflict. We can never be too diligent and eager in discovering the meaning of sea power, and what must be done to retain it for our cause.

In the last war, Germany had a fleet inferior to our own, but not so greatly inferior in capital ships as she was at the outbreak of this war. **Her naval strategy then, was to keep most of those capital ships in port, awaiting a soldiers' battle, that is a tremendous single combat between our big ships and her big ships.** It came at Jutland when the German challange was defeated. **It was a bad strategy for the Germans**; instead of keeping those big ships in port, how much wiser it would have been to despatch them into the Atlantic and the other great oceans to raid our commerce. Some of them no doubt would have perished that way, but at least they would have done us more damage than they did by staying in port. We knew before this war, that **Admiral Raeder**, Commander-in-Chief of the German Navy, intended to **change the strategy—He had fewer capital ships, but he knew that their proper place was raiding on the seas, not hiding in port.** This was his first plan for striking at our sea power. He had to help him achieve the feat two 26,000 ton battle ships, the *Gneisnau*, and the *Scharnhorst*; three 10,000 ton pocket battleships, and two powerful, fast, well-armoured monsters, the very latest, and best in design, the *Bismarck*, and the *Tirpitz*. Well, we cannot be certain, but probably at least five of those seven great ships have been sent out on raiding expeditions; the pocket battleship, *Graf Spee* was defeated by superior seamanship off Monte Video; her two sister ships, have been much more reticent since that day, and one of them at least has been badly hit. The *Gneisnau*, and the *Scharnhorst* lie battered and bruised in a French Port; they are so deeply wonded that as one German broadcaster inadvertently admitted this week, they could not possibly go out to assist the *Bismarck*, and what has happened to the *Bismarck*, you know well enough. She had an active life of just one week. The very first day she left close German waters, she was spotted; from that moment to the hour of her sinking, except for a few hours of fog, the British Navy never lost sight of her. To find a single ship

on a vast expanse of ocean is hardly less difficult than finding a needle in a hay stack, Still the vast network of British sea power was not to be defied; ships sailed from every quarter, aeroplanes took off from Newfoundland; flotillas and squadrons moved out from English harbours. The pride of the German navy was tracked, and caught, and stabbed, and killed. A lesson will be learnt on the *Bismarck's* sister ship the *Tirpitz*; **Admiral Raedeer's great design for challenging British Sea Power by sucessful piracy on the surface of the oceans has been defeated.**

**The Admiral has a second plan**, which has met with greater success. **It is a repetition of the old German scheme of commerce sinking by U-boat aud mine, now assisted by the long range bomber.** President Roosevelt has told us that by these means, the Germans have achieved a rate of sinking twice as great as the combined British and American capacity to replace them. However, President Roosevelt has told us something else, he has told us that the United States is as resolved as Britain to insure that this menace shall be defeated too. We shall master the submarine as we have mastered the raider. But these two are not the only challenges to British sea power; **there is a third, more novel, more ferocious perhaps than any of the others.** The people of Britain and the Commonwealth like the truth; we do not wish to shirk any awkward fact, therefore there is no one in this country who mistakes the threat to our sea power, revealed in the Nazi attack on the island of Crete. We have had to bear heavy naval losses off the coast of that island; more significant still, we have had to fight desperately for the island itself. No one here fails to apply the moral. Britain, like Crete is an island, and the Germans have successfully invaded an island staunchly defended by land and sea. There is only one place where Hitler could hope to complete his conquest of Europe, only one place where he could hope to break the great Anglo-American alliance, only one place where he could hope to make himself master of the world—that place is Britain.

So we are preparing ourselvrs in these islands, and are making assurance double sure. We are applying the lessons of Crete. For in all these perils which we have come through we have learnt a good way for meeting danger. I can explain this feeling best by recounting another story of the sea. We confront a typhoon, such as Captain Mc. Quire faced in Joseph Conrad's book. "The hurricane with all its power," wrote Joseph Conrad, "the hurricane with its power to lather the seas, to sink ships, to uproot trees, to overturn strong walls, and dash the very birds of the air to the ground, found this taciturn man in its path, and doing its utmost had managed to wring out a few words. "I wouldn't like to lose her" said Captain Mc. Quire expressing in simplest terms about his ship, what the citizens of this island feel about their country. And this was Captain Mc. Quire's advise for meeting the storm.

"Keep her facing it, they may say what they like, but the heaviest seas run with the wind". Facing it, always facing it—that is the way to get through. That is the spirit of Britain in face of the Nazi hurricane. We shall hold these islands with the same canfidence that we hold the seas. We shall deal with any foreign trespasser on our shores, in the same swift ruthless fashion with which our sailors dealt with the *Bismarck*, when she dared to trespass on the wide Atlantic.

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# WEEKLY WAR SUMMARY.

## 26—6—41 to 2—7—41.

FOR twelve days now, a fierce battle has been raging all along the Russo-German frontier. FINLAND has entered the war on the side of the Nazis, and the embattled hosts of half-a-dozen countries are locked in a deadly conflict over the entire length of continental EUROPE. The mechanised forces of GERMANY are facing the massive formations of the Red Army, whose powers of resistance and attack are a revelation. The line of battle has swayed this way and that and, on the whole, it will be safe to say that the Russians are holding the enemy in check in vital zones. They have brought down hundreds of German aeroplanes, and played havoc with their tanks. The Germans may win a battle here and capture a city there, but it will not be long before they realise that they have bitten off more than they can chew.

The entry of FINLAND has served to extend the theatre of war. Her forces are engaging the Russians in the extreme north from the White Sea to the Gulf of Finland. An attack on LENINGRAD across the Karelian isthmus is obviously part of the German plan. In this region, the Russians are holding their own. There has been fierce fighting in the neighbourhood of MURMANSK and considerable damage has been inflicted on the enemy.

The Latvian and Lithuanian fronts are important as involving the fate of MINSK and the road to MOSCOW. In LITHUANIA, the Germans may be said to have succeeded in a large measure, but in LATVIA they are meeting with fierce opposition. Their immediate objective is MINSK, the capital of WHITE RUSSIA. Two converging columns have been

operating in this direction, and they hoped to encircle the Russian forces engaged in this sector. The attempt, probably partially successful, has been to break through in a north-easterly direction through VILNA and BARANOVITCH. This is a very important sector, and it is in regard to operations here that the Germans are making impressive claims of success. This is the region of the famous Pripet marshes, which used to be Hindenburg's favourite study. The Germans have made two thrusts here, one to the north of the marshes on the Moscow road, in evident imitation of what Napoleon did, and evidently ignoring the strategy of the Russians who foiled Napoleon's plans. The other is to the south of them, with KIEV, the capital of the UKRAINE, as the objective.

The Germans claim to have captured MINSK and to be on the road to SMOLENSK which links up with MOSCOW. But the Russians deny the claim, and it is clear they have succeeded in cutting off the advanced Panzer divisions from their bases. If the Russians can hold on here and bring up their reserves to overwhelm the enemy, the Germans will get short shrift at their hands.

In the Bessarabian sector in the extreme south, the Russians have definitely beaten off the opposing forces, and maintained their position on the eastern bank of the river Pruth. Also, in the LUCK area, they have successfully held up the German advance.

Competent observers declare that the next few days may prove to be a critical phase of the operations now going on. A correct assessment of the achievements of either side seems impossible in the face of the confusing reports that are received. One thing, however, is clear, that the Germans are making the most fantastic claims. Let alone the alleged capture of RIGA which the Russians deny, the figures of Russian aircraft brought down, of prisoners captured and of tanks destroyed are a work of the imagination. Take, for instance, the German claim to have bagged 24,000 Russian aeroplanes. It is incredible. The Nazis lie fearsomely; Falstaff, with his men in buckram, was not a patch on them.

It is reported that the Russians have been making excellent use of their air arm. They have used it to good purpose in anti-tank work. Tanks, being mobile, are difficult to deal with, and with the speed they

can develop in attack they can prove elusive. But the Russian air force have destroyed hundreds of tanks, and harried the enemy from the fair in various ways, most effectively.

RUSSIA's air arm is a very powerful force, and is probably going to be the decisive factor in the present struggle. The Russians are expert in tactical work and can use the air force to implement their designs. With parachutes, which if they did not actually invent them they at any rate greatly improved, they are perfectly at home, and can be expected to do something very impressive in this line.

The Russian Navy has not been inactive. They have sunk two submarines in the Baltic and one in the Black Sea. They have also destroyed the enemy's naval base at CONSTANZA.

In any estimate of the future course of the fighting on the Russo-German frontier, there are three factors to be taken into account. One is the vast size of RUSSIA. Even if LENINGRAD, MOSCOW and KIEV should fall, the Russians have more than a thousand and five hundred miles eastwards as far as the URALS from which to be pounding the German army. Strategy, like history, repeats itself. Napoleon took the road to Moscow, the Russians retreated and lured him on and then cut off supplies. The same thing will happen again. Food and oil supplies will be cut off and then both troops and tanks will starve. Two, BRITAIN is going to help in the west. With their bombers, they will blast the aerodromes, shipyards, industrial works and railways of the enemy in the west. They have started the business and are delivering smashing blows. Three, AMERICA is going to give freely of her help, not half-heartedly but with both hands. This is what Colonel Knox has said: "The time to use our navy to clear the Atlantic of the German menace is at hand; now is the time to strike. .................................. For the first time since Hitler loosed the dogs of war on the world, we are provided with a God-given chance to determine the outcome of this world-wide struggle. ........................ We must, if need be, match with American tears, American toil, American sweat, American blood, the toil, tears, sweat and blood which BRITAIN has gallantly spent to hold in check the devastating spread of Nazi power throughout the civilised world."

## THE R. A. F.

True to the promise made by the Prime Minister at the commencement of the Russo-German war, the R. A. F. have been hammering the enemy for all they are worth. They have been carrying on intensive

daylight bombing raids in Northern FRANCE and Western GERMANY with devastating effect. Aerodromes, docks and railway yards, munition centres have all been subjected to repeated and successful raids. BRITAIN is determined to take the fullest advantage of GERMANY's pre-occupation with the battle on her eastern frontier to do her all the injury she possibly can on the western front.

## SYRIA.

After RUSSIA, SYRIA is small beer. The going is rather slow and that is because of the nature of the terrain. The VICHY forces are fighting doggedly and are threatening our right flank near BEIRUT, and our forces are engaged in clearing the ground at this point before launching their attack on BEIRUT. The fall of BEIRUT is a matter of days only.

This is what a British G. H. Q. *Communiqué* says:

"Our troops have now completed the encirclement of PALMYRA. In DAMASCUS and the coastal sectors, further advances have been made. In the central sector, the situation remains unchanged."

## ABYSSINIA.

Many more Italian prisoners have been taken and outlying areas have been captured. It is clear that the curtain is being rung down in this region.

## INDIAN TROOPS IN ACTION.

By all accounts, Indian troops have covered themselves with glory in the campaign in the MIDDLE EAST. The awards recently announced, and the magnificent donation made by the Sudanese Government to the Viceroy's War Purposes Fund, in recognition of the gallantry of the Indian troops in action, ought to make us feel very proud indeed. The notices recently published of the work of the Mahratta Light Infantry in ERITREA and of other regiments make inspiring reading.

# R. A. F. and Russian Raids over ENEMY and ENEMY-occupied Territories.

| Date. | Targets. | R. A. F. and allied losses. | Enemy aircraft losses and results of air bombardment. |
|---|---|---|---|
| **23—6—41. (Monday).** | | | |
| | **(By R. A. F.)** | | |
| | **GERMANY and GERMAN-occupied EUROPE.** | | |
| | **AFTERNOON :—** | | |
| | English Channel and Northern France. | 2 planes. | 7 planes. |
| | **An Industrial plant** near Bethune. | ...... | Damaged. |
| | **EVENING :—** | | |
| | English Channel and Northern France. | 2 planes. | 13 planes. |
| | **NIGHT :—** | | |
| | **The Harbour and Docks** at Calais and Boulogne. | ... | ... |
| | **Targets** at Wilhelmshaven, Emden and Hanover. | ... | Heavy damage everywhere. |
| | **Military objectives** in occupied territories. | 1 plane. | ... |
| | **SYRIA.** | | |
| | **Aerodromes and aircraft on the ground** at Baalbek, Talia and Rayak. | ... | 8 planes ; many damaged. |
| | **Aerodrome, buildings and motor transport vehicles** near Homs. | ... | Many vehicles and planes damaged. |
| | Fort Suweida | ... | ... |
| | **SICILY.** | | |
| | **Boats, Barracks and the harbour** at Syracuse. | ... | ... |
| | **ITALIAN AFRICA.** | | |
| | **The harbour and docks** at Benghazi. | ... | Fires started. |
| | **The Railway and Quay** at Tripoli. | 1 plane. | Railway lines damaged. |
| | **(By Russian Planes.)** | | |
| | **Protection** to land troops and aerodromes. | ... | ... |

| Date. | Targets. | R. A. F. and allied losses | Enemy aircraft losses and results of air bombardment. |
|---|---|---|---|
| **24—6—41. (Tuesday.)** | | | |
| **DAY :—** | | | |
| | **(By R. A. F.)** | | |
| | **GERMANY and GERMAN-occupied EUROPE.** | | |
| | **Offensive sweeps** over Northern FRANCE. | ... | Heavily damaged. |
| | **Tho power station** at COMINES. | 2 planes. | 9 planes. |
| | **SYRIA.** | | |
| | **The Railway and aerodrome** at RAYAK. | ... | Buildings and railway sidings damaged. |
| | **The Citadel** of SOUCIBA | ... | ... |
| | **Enemy destroyers** in the harbour of BEIRUT. | ... | ... |
| | **ITALIAN AFRICA.** | | |
| | **Landing grounds** at EL GAZALA | ... | Many aircraft on the ground damaged. |
| | **Shipping at** BENGHAZI. | ... | Fires started. |
| | **(By Russian planes.)** | | |
| | **RUMANIA.** | | |
| | **The Black Sea port** of CONSTANZA | ... | The whole port ablaze. |
| | **The Danube town** of GALATZ. | ... | ... |
| | **DANZIG.** | | |
| | **The port** at DANZIG | ... | ... |
| | **EAST PRUSSIA.** | | |
| | **KONIGSBURG** (Capital) | ... | ... |
| | **POLAND.** | | |
| | **WARSAW** (Capital) | ... | Petrol dumps ablaze. |
| | **Military objectives** at LUBLIN. | ... | ... |
| **25—6—41. (Wednesday.)** | | | |
| | **GERMANY and GERMAN-occupied EUROPE.** | | |
| **MORNING :—** | | | |
| | **Offensive sweeps** over the ENGLISH CHANNEL and Northern FRANCE. | ... | ... |

| Date. | Targets. | R. A. F. and allied losses. | Enemy aircraft losses and results of air bombardment. |
|---|---|---|---|
| **25—6—41.** | **(Wednesday.)**—*cont.* | | |
| | **GERMANY and GERMAN-occupied EUROPE**—*cont.* | | |
| | **DAY :—** | | |
| | **Offensive sweep** over Northern FRANCE. | ... | ... |
| | **The German air field** at LONGUENESSE | ... | 7 planes. |
| | **Railway Goodsyards** at HAZEBROUCK | 2 planes. | Ablaze. |
| | **NIGHT :—** | | |
| | **The Naval base** at KIEL | ... | Big fires started. |
| | **The Port** of BREMEN. | ... | ... |
| | **The Docks** at BOULOGNE. | 1 plane. | Damaged. |
| | **SYRIA.** | | |
| | **Protective patrols** over the land forces operating in SYRIA. ... | ... | 3 planes ; many others damaged. |
| | **ITALIAN AFRICA.** | | |
| | **Landing grounds** at GAZALA | No loss. | 12 planes. |
| | **Many places** in CYRENAICA | ... | ... |
| | **(By Russian planes.)** | | |
| | **FINLAND.** | | |
| | **German aerodromes** in FINLAND. | ... | ... |
| | **GERMANY.** | | |
| | MEMEL ... | ... | ... |
| | **LATVIA.** | | |
| | **Enemy ships** north of LIBAU | ... | ... |
| | **RUMANIA.** | | |
| | **Petrol Reservoirs** in the harbour at CONSTANZA. | ... | ... |
| **26—6—41.** | **(Thursday).** | | |
| | **GERMANY and GERMAN-occupied EUROPE.** | | |
| | **DAY :—** | | |
| | **Offensive sweeps** over the ENGLISH CHANNEL and Northern FRANCE | 3 planes. | 9 planes. |
| | **NIGHT :—** | | |
| | **The Docks and shipyards** at KIEL ... | ... | Pounded. |
| | **The Industrial targets** at COLOGNE and DUSSELDORF. | No loss. | Heavily damaged. |

| Date. | Targets. | R. A. F. and Allied losses. | Enemy aircraft losses and results of air bombardment. |
|---|---|---|---|
| **26—6—41.** | **(Thursday.)**—*cont.* | | |
| | **GERMANY and GERMAN-occupied EUROPE.**—*cont.* | | |
| | **Aerodromes** in occupied territories | No loss. | 1 plane. |
| | **SYRIA.** | | |
| | **Aerodromes and aircraft** at RAYAK, DEIR EZ ZOR and HOMS. | ... | 11 planes. |
| | **Petrol dumps and rolling stock** at TELKALAKH. | ... | Set on fire. |
| | **ITALIAN AFRICA.** | | |
| | **Two Italian camps** south-east of CHELGA. | ... | ... |
| | **(By Russian Planes).** | | |
| | **RUMANIA.** | | |
| | **BUCHAREST** (Capital). ... | ... | Damaged. |
| | **PLOESTI** (Oil town) ... | ... | Set on fire. |
| | **CONSTANZA** (Black Sea port). | ... | ... |
| | **(War Front).** | | |
| | **Enemy tank columns** in the direction of VILNA, BRODY and BARANOVITCH. | ... | Heavy loss in tanks. |
| **27—6—41.** | **(Friday.)** | | |
| | **GERMANY and GERMAN-occupied EUROPE.** | | |
| | **MORNING :—** | | |
| | **German airfields, troops and gunposts** in occupied Northern FRANCE. | ... | ... |
| | **AFTERNOON :—** | | |
| | **An enemy ship** off DUNKIRK. | ... | Sunk. |
| | **EVENING :—** | | |
| | **Offensive sweep** over Northern FRANCE. | ... | 7 planes and many damaged. |
| | **A steel work** near LILLE. | 10 planes. | Directly hit. |
| | **NIGHT :—** | | |
| | **The port** of BREMEN. ... | ... | Big fires started. |
| | **Shipyards and Industrial objectives** at VEGESACK. ... | ... | Many fires started |

| Date. | Targets. | R. A. F. and Allied losses. | Enemy aircraft losses and results of air bombardment. |
|---|---|---|---|
| **27—6—41.** | **(Friday)**—*cont.* | | |
| | **GERMANY and GERMAN-occupied EUROPE**—*cont.* | | |
| **NIGHT :—** | | | |
| | **Targets** at EMDEN, WILHELMSHAVEN, CUXHAVEN, OLDENBURG, DEN-HELDER and DUNKIRK. | ... | Damaged. |
| | **The Docks** at CALAIS ... | 12 planes. | ... |
| | **SYRIA.** | | |
| | **Aerodromes and positions occupied by hostile forces** in SYRIA. | ... | ... |
| | **The hangar and aircraft on the ground** at DEIR EZ ZOR. | ... | ... |
| | **Motor transport Vehicles** west of DAMASCUS. | ... | ... |
| | **ITALIAN AFRICA.** | | |
| | **The aerodrome and aircraft on the ground** at TAMET (CYRENAICA) | ... | 3 planes destroyed. Fires started. |
| | **The harbour and the seaplane station** at TRIPOLI. | ... ... | 1 ship in the quay hit. |
| | **The harbour** at BENGHAZI | ... | Coal stores set on fire. |
| | **(By Russian planes).** | | |
| | **RUMANIA.** | | |
| | BUCHAREST (Capital) | ... | ... |
| | TULCEA. | ... | ... |
| | **WAR Fronts.** | | |
| | **German army and aerodromes behind the lines** on the various sectors. | ... | ... |
| **28—6—41.** | **(Saturday.)** | | |
| | **GERMANY and GERMAN-occupied EUROPE.** | | |
| **DAY :—** | | | |
| | **Offensive sweeps** over Northern FRANCE. | ... ... | ... ... |
| | **The power station** at ST. COMINES. | ... | ... |

| Date. | Targets. | R. A. F. and Allied losses. | Enemy aircraft losses and results of air bombardment. |
|---|---|---|---|
| **29—6—41. (Sunday.)** | | | |

(By. R. A. F.)

GERMANY and GERMAN-occupied EUROPE.

| | | | |
|---|---|---|---|
| | **Industrial districts and ship building yards** in HAMBURG and BREMEN. | ... | Very large fires started. |
| | **BREMERHAVEN** and **EMDEN** ... | ... | ... |
| | **The docks** at DENHELDER ... | 11 planes. | Damaged. |

SYRIA.

| | | | |
|---|---|---|---|
| | **The harbour** at BEIRUT ... | ... | 1 plane. |
| | **Barracks and store buildings** at PALMYRA. | ... | Heavily damaged. |
| | **Aircraft on the ground** at ALEPPO ... | ... | Many planes damaged. |
| | **Aircraft on the aerodrome** at QUESEIR | ... | 4 planes. |
| | and DEIR EZ ZOR | ... | 5 planes. |

ITALIAN AFRICA.

| | | | |
|---|---|---|---|
| | **The harbour** at BENGHAZI ... | ... | Fires started. |
| | **The port** of DERNA ... | ... | ... |

(By Russian Planes).

SOVIET-German Frontier.

| | | | |
|---|---|---|---|
| | **Troop positions and aerodromes** on the many fronts. | 21 planes. | 53 planes. |

## ENEMY Raids over BRITAIN, BRITISH Territories and RUSSIA.

| Date. | Targets. | Enemy aircraft losses. | R.A.F. and Allied losses and results of air bombardment. |
|---|---|---|---|
| **24—6—41. (Tuesday).** | | | |

BRITAIN.

**NIGHT :—**

| | | | |
|---|---|---|---|
| | **A few places** in MERSEYSIDE and South-east ENGLAND. | 4 planes. | Slight damage and a few killed. |

| Date. | Targets. | Enemy air-craft losses. | R.A.F. and Allied losses and results of air bombardment. |
|---|---|---|---|
| **24—6—41.** (**Tuesday.**)—*cont.* | | | |
| | **RUSSIA.** | | |
| | **KIEV** (Capital of UKRAINE) | ... | ... |
| | **MINSK** (Capital of White RUSSIA) | ... | ... |
| | **The Ports** of LIBAU and RIGA (Lativia). | | |
| | **MEDITERRANEAN.** | | |
| | **A convoy** off the North AFEICAN coast. | 1 plane. | No damage. |
| | **PALESTINE.** | | |
| | **HAIFA** and **ACRE** | ... | No damage. |
| **25—6—41.** (**Wednesday.**) | | | |
| | **BRITAIN.** | | |
| **NIGHT :—** | | | |
| | **A number of points** in south ENGLAND. | ... | Slight damage and a few casualties. |
| | **A place** on the North-east coast of SCOTLAND. | 2 planes. | No loss. |
| | **RUSSIA.** | | |
| | **Towns** in RUSSIA. ... | 76 planes | Civilian killed. 17 planes. |
| | **MEDITERRANEAN.** | | |
| | MALTA ... | 3 planes. | ... |
| | **SOUTH ATLANTIC.** | | |
| | **A German ship** off CAPE VERDE Islands. | ... | Sunk. |
| | **SYRIA.** | | |
| | **DAMASCUS** ... | ... | 70 people killed. |
| **26—6—41.** (**Thursday.**) | | | |
| | **BRITAIN.** | | |
| | **A few places** in South-east ENGLAND. / **One point** in East ANGLIA. ... | ... | No damage or casualties. |
| | **RUSSIA.** | | |
| | **Russian army and positions** throughout the entire front. | ... | |
| | **BORISOV, BOBRUISK** and **MOGILAV.** | | |

| Date. | Targets. | Enemy aircraft losses. | R.A.F. and Allied losses and results of air bombardment. |
|---|---|---|---|
| 27—6—41. (Friday.) | | | |
| | **BRITAIN.** | | |
| | **A single place** on the East Coast of SCOTLAND. | ... | Some damage. |
| | **MEDITERRANEAN.** | | |
| | **MALTA** ... | ... | 6 planes shot down; many others damaged. |
| | **RUSSIA.** | | |
| | **Aerodromes and troop positions** on the various sectors | ... | ... |
| 28—6—41. (Saturday.) | | | |
| | **BRITAIN.** | | |
| | **NIGHT :—** | | |
| | **A few places** in Eastern ENGLAND. | ... | Some damage and a few casualties. |
| | **EGYPT.** | | |
| | **ALEXANDRIA.** ... | ... | No damage. |
| 29—6—41. (Sunday.) | | | |
| | **BRITAIN.** | | |
| | **NIGHT :—** | | |
| | **A point** in Eastern ENGLAND ... | 1 plane. | ... |

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# SIDE LIGHTS.

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**MIDDLE EAST.** One gets a more faithful impression of a building or a ship or a campaign if one looks at it in perspective rather than by regarding every detail from close up. Take the Middle East campaign for instance, leaving out the Russian business *pro. tem.* We can now see just how the various parts fit into one another over the past year pretty clearly. The Italian army in LIBYA (in fact ITALY'S main fighting strength) was destroyed last winter, and their power in ABYSSINIA broken, before the Germans could penetrate the BALKANS and supply the other arm of the 'pincer'. The help we sent to GREECE cost us the lightly-held CYRENAICA; on the other hand the grand defence of TOBRUK

hung up the German counter-advance until the victors of KEREN and East AFRICA generally could come up to restore the North African situation. We lost CRETE, but stopped the Germans until we had liquidated Rashid Ali and restored order in IRAQ, and until we could anticipate the enemy in an occupation of SYRIA. We are now stoutly defending CYPRUS, without which the Germans can hardly hope to gain a footing on the Asiatic mainland, and thus delaying their aid to the collapsing power of VICHY in the Eastern Mediterranean. And because the Duke of Aosta has been forced to surrender at AMBA ALAGI, General Wavell in EGYPT receives a valuable acquisition of trained South African troops.

As for the fleet, after various actions and reactions in convoying or evacuating our land forces, it is now assisting the Syrian advance, and then will be available once more to interrupt seaborne supplies to the enemy in LIBYA—which, incidentally, seem now to be going largely *by submarine*! I take this secret and costly method of transport to be something of a tribute to the efficiency of our marine police!

In short, once more, a battle does not make a campaign nor a campaign a war. A tactical defeat may contribute to a victory elsewhere, just as a tactical victory may lead to a more important strategical defeat e. g., the battle of JUTLAND, where we lost more than the Germans, who nevertheless never put to sea again except to surrender.

* * * * *

**A CURIOUS TRANSFORMATION.**

We have been getting pretty tired of hearing that one of the reasons for the German military successes is that they have been operating on 'interior lines'. Curiously enough this axiom of military pundits may soon show its effect in the opposite direction. Regard the Middle-East campaign. The right-hand end of General Wavell's command is somewhere in North SYRIA. The left-hand flank is on the Egyptian-Libyan frontier. All round the outside of this semi-circle, Axis hordes swirl, and thrust and recoil. True, our forces are some way away from their real base, namely the BRITISH ISLES, but they *have* 'interior lines', they have a magnificent naval screen in front of them, they have a strong, and daily increasing, air force for counter-attack, and they have what many are apt to forget, an extra sea-lane by which to keep themselves supplied, namely the Pacific and Red Sea route which the American Government has been so quick to use.

* * * * *

**TURKEY.**

I suspect that TURKEY has been the least unsuccessful of the many frantic gamblers in 'neutrality' stock. She is nearly surrounded, but she is still at peace (?),

and has at least won the guessing-match between herself and RUSSIA. If she had not had her old mistrust of RUSSIA herself, strongly fortified by the diplomatic rebuff Stalin gave her in December 1940, the obviously wise course of an alliance with her against the Nazis might have come off. As it was it looked to them as though any such agreement would have resulted in their being hauled in if RUSSIA were attacked, but that if TURKEy were to be invaded, RUSSIA would continue her sphinx-like abstraction.

At the back of their minds, of course, was the over-whelming necessity to ward off war *at all costs*, until their genuine allies and friends, BRITAIN, had established something like superiority in mechanization and air power, and this—after a most difficult and dangerous game, they seem to have done—for it is RUSSIA herself who is first to be attacked.

* * * * *

**SYRIA.** Things seem to be going all right—rather 'ahista, ahista' perhaps, but in a motley country like this, there are important political as well as military objectives. Meanwhile what are the Germans doing about it ? One would think that with the very definite strategic advantages we must gain by the possession of some fine airfields and that particular coastline, they would strike swiftly and hard to prevent our snaffling these. Perhaps they will. One of the major battles of the war—perhaps of all time—is just beginning to take shape.

But not in the way the Germans would have best liked ! Actually they have been withdrawing with all speed the planes, disguised troops and technicians they were pouring into the country. Goebbels, wanting to represent BRITAIN as an aggressor, may have dictated this ; on the other hand, they say that Darlan was at the bottom of it, with the plea that German infiltration was merely an invitation to the British and what could his wretched VICHY troops hope to do ?

Whatever the truth, there are some interesting deductions to be made. The first is that the Germans CANNOT at the moment invade SYRIA and drive out the British. They have not got CYPRUS, for one thing, while the shemozzle in the rear of British positions, viz., the IRAQ rebellion, on which they had hoped to count, never came off. A second deduction is that they, as we, are treating the Mediterranean battle as a very big thing. The objective being EGYPT and the Canal, they keep searching for 'soft spots', and abandon them if, as in this case, they prove too hard. Hence, perhaps the bombing of ALEXANDRIA which is only 200 miles from CRETE, whereas the Syrian coast is at least 450 miles from RHODES, with extra attention to the

Egyptian border from the CYRENAICA side, *and*, I take it, this otherwise incredible onslaught on RUSSIA. With wheat and oil as on-the-way considerations, but with a southward thrust through the Caucasus and IRAN, followed by a westward push to the Canal, as a main objective.

* * * *

**SOME POINTS FOR THOSE IN A HURRY!** About SYRIA, we mean.

(i) German propaganda itself is a sufficient proof of their fury at the failure of their own infiltration tactics, and at the Allies forestalling these.

(ii) In the areas so far occupied there are frequent signs that the Arab peoples themselves definitely welcome our troops.

(iii) When we promise we fulfil. We promise the Arabs help, and General Catroux promised them independence. Both of these the Syrian peoples will shortly get. They may contrast these with the vagueness of German undertakings to 'free' them, particularly the amount of good they did to their tool and dupe, Rashid Ali!

(iv) Though opposition to the Allies is stubborn in tracts where the natural defences of the country help them to put up something of a show, the VICHY troops have not got their hearts really in it. Orders issued by their commanders which have fallen into our hands, for instance, include definite instructions to fire on any troops or individual in uniform who even approaches them for a parley. This hardly shows the confidence of VICHY in their men's loyalty.

(v) General Dentz has had to offer extra pay to his troops to encourage them to fight. Do you think General Wavell has to do this to his men, or that General Freyburg had to bribe his grand defenders of CRETE in the middle of the campaign?!

* * * *

**CHANGING ODDS.** There is no doubt that the R. A. F. are now looking forward to facing the *Luftwaffe* on more favourable terms numerically, particularly in the Middle East. We appear to have a LOT of fighters based on Egyptian aerodromes, as compared with the few scrappy squadrons we were able to muster for the attempted defence of GREECE. From the same aerodromes our long-range bombers can also visit the hitherto too remote Nazi bases in GREECE, CRETE and the DODECANESE, so that offensively as well as defensively the position has greatly improved.

With Syrian aerodromes also passing into our hands, we can make it exceedingly awkward for the Germans if, as at one time seemed likely, they should try to repeat their *Blitz* success in CRETE against the island of CYPRUS.

About this project there are two points to be made. The first is that with our fighter force so much stronger in the neighbouring 'dromes, the famous German short-range dive-bombing offensives against ground troops ought to be far less effective. The second is that, in the least likely event of CYPRUS becoming a German island, any attack from there on SYRIA would meet with terrific opposition from Syrian bases themselves, instead of the necessarily sparse and limited fighter-defence from distant air bases, as in the battles of GREECE and CRETE.

* * * *

**JAPAN.** It is not difficult to understand the obvious doubt underlying public statements in JAPAN just now. The Russian business has flummoxed more people than Mr. Matsuoka, and the thinking classes seem at last to be realising something of what it costs to be a friend of GERMANY's. The same process, you see, that pertained in ITALY soon after their entrance into the war (though perhaps not so aggravated as when they had begun to lose all their battles!) is perceptible to most people in JAPAN—the German 'advisers' in Government offices, for instance; German ownership of news services; German *delators* denouncing Japanese subjects who display any coolness towards the Axis, to their military authorities; and the fact of a more or less full-blown Gestapo in TOKYO itself;—all these must surely be reminding the Japanese of the fate of ITALY, indeed of all countries which have allowed themselves to become the puppets of Nazi GERMANY.

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# "WHY HITLER WILL NOT WIN THIS WAR".

## AMERICAN STATESMAN STATES "FOUR FACTS" AGAINST HIM.

## LACK OF SEA POWER AND DIMINISHING AIR SUPERIORITY.

## WHY U. S. CANNOT BEAR NAZI CONSOLIDATION OF GAINS.

by

*Harry Hopkins in the* **Daily Telegraph.**

*(The following are extracts from an article in the* **Daily Telegraph** *on June 3 by Mr. Harry Hopkins, adviser to Mr. Roosevelt, and Lease and Lend Administrator, who recently returned from Britain).*

Hitler will not win this war. There are four essential facts against him. He has not got real sea power. He is slowly losing his air superiority. He cannot equal the economic resources which the British and ourselves are bringing to bear against him. Finally, it is contrary to every American interest–economic, political and moral—that he will be allowed to consolidate his ill-gotten gains.

I want no one to believe that I underrate Hitler and the military machine which has been so immensely successful under his leadership, and is still the most powerful in the world. The Germans are past masters in supplying "facts" and "figures" to their visitors. But most of these facts and figures need a good deal of scrutiny.

We know that a battle line of planes without a proper reserve of machines and pilots behind it is a magnificent weapon for propaganda and the intimidation of partly armed and ill-equipped nations. But it cannot face a prolonged major battle for the mastery of the air in a vital theatre of war where the opponents are evenly matched.

### POSITION IN FIGHTERS AND BOMBERS.

To-day the British have achieved superiority over the Germans in fighters—certainly in quality and probably also in quantity. This superiority reduces the value of the temporary German superiority in bombers. These they cannot use with any great accuracy over areas where the British have adequately prepared and protected airfields. The British can protect their factories and other vital areas effectively from day bombing. Week by week the British are catching up and, with our help, another year will find the democracies on fairly equal terms with Germany. After that will come inevitable

superiority. Then Hitler will not be able to move his factories far enough eastwards to escape the giant bombers now being built in the great aircraft factories in America.

They will search out every oil refinery and synthetic plant, every great machine, every aircraft factory and every coke oven—and they will destroy them. And, meanwhile, the British night fighter is already finding its way on to the tail of the German bombers.

The wanton killing of a thousand people nightly will not break the morale of the British people. I saw the bombing of England in a modest way last winter, and I agreed with every other observer who witnessed it that even though the bombing of civilians is ten times as great as it has been, it would not crack the morale of the British people. They are far too tough for that. Indeed, every new bombing, no matter how severe, seems to make the great mass of the people ever more determined to withstand Hitler to the last. And that determination of the English-speaking people to fight to the end is the first great asset which will finally determine the course of this war in favour of the democracies.

### WHAT HITLER THOUGHT.

Hitler has made a great mistake in underrating sea power and overestimating initial air power. He thought the aeroplane, by destroying British ports and British factories and by "spotting" surface vessels for his submarines, could conquer. This might have been true if the British had not had sufficient fighter power last year to win the Battle of Britain.

In the last analysis, those who maintain that Britain will lose must base their final judgment on their belief in the ability of Hitler to crack the British life-line between the United States and England.

The defeatists maintain that by submarine, raider, and aircraft the Germans can sink more ships than the democracies can build. This I deny in spite of the fact that they are doing so to-day. The next eight months are crucial months in the protection of the life-line between the United States and Britain. We are now engaged on a shipbuilding programme to build more than 4,000,000 tons of ships yearly, and our figures can be substantially increased. This, added to the British capacity, means that Germany would have to sink at least an average of 500,000 tons of shipping monthly in order to prevent an increase in the total number of ships arriving in England each month.

### RAIDERS FROM FRENCH COAST.

Sinkings by submarine are not increasing, but raiders and aeroplanes flying from the coast of once friendly France and Norway are now causing substantial damage to the British merchant fleet. But, with the advent of long-range fighters and better protection for the merchant fleet these too will decrease rather than increase. Our own naval patrol, now widely extended, will keep under observation raiders and submarines which mean no good to the peace of

America. Given our supplies and the air superiority that they will bring, the sea power of the democracies can recapture the initiative. The defensive phase of the naval war will be over. Working in close collaboration with reconnaissance planes protected by fighters and backed up by long-range bombers, surface vessels will be able to move with impunity in any area they choose along Hitler's immense coastline. The British on the other hand, defending a compact area, are ready at all points to meet the limited naval forces Hitler can send against them.

The Battle of the Atlantic and the holding open of Britain's life-line is, therefore, more than the mere carriage of our equipment and food to British ports. It means that democratic peoples throughout the world are beginning to recover the initiative. Its next essential step is the mobilising for victory of the vast resources which the democracies can command. The British and American steel capacity is about 110 million tons yearly. The whole of German-controlled Europe cannot produce more than 42,000,000 tons yearly. The efficiency of our plant is higher than the Germans.

Nickel steel is the easiest armament steel to make and use. We command 110,000 tons of nickel yearly; the Germans 2,500 tons. For other essential steels chrome must be used. Germany may now command up to 100,000 tons yearly; we command 600,000 or 700,000 tons yearly. Other materials essential for high quality weapons of war are copper and tin. Unless Germany gets tin by illicit means through leaks in the blockade that we can help Britain to plug up, she should not be able to get more than a thousand tons yearly. We can command about 200,000 tons. The Allies and the United States together consume in three weeks of their present production programmes as much copper as Germany is now able to obtain in one year.

## ALUMINIUM CAPACITY.

Only in aluminium production capacity does Germany and German Europe equal the capacity of the Allies and the United States. But Germany has to use aluminium as a substitute for other metals that we can command in abundance. Germany also needs desperately rubber and petroleum products. Germany now has no fresh supplies of rubber except those that run the blockade; we can command more than 500,000 tons. They use substitute rubber, and its production makes heavy demands upon the Germans' chemical industry, and it is not immune from accidents and other interference.

Nothing can conceal Germany's concern about petroleum products. We can command up to 200 million tons yearly. At the best Germany can get control of no more than 15,000,000 tons yearly including her synthetic output.

The Battle of the Atlantic will decide whether all this superiority of resources can be mobilised in the defence of democracy. We have great superiority in our favour, and we

have no reluctant and conquered populations to coerce. We can unleash the enterprise, skill and enthusiasm of free peoples to maintain the democratic productive capacity. Our self-interest demands that the weapons of war which our vast economic superiority can produce must find their way to the armies in Egypt, to the Allied navies patrolling the seas and to the fighting air forces that will bring freedom to the world.

## AID TO OTHER DEMOCRACIES.

The United States is just as much interested in aiding Norway, Poland, Greece, Yugoslavia and all the other prostrate democracies of Europe as it is in aiding the British. This conflict is a conflict to the bitter end for the control of the world. Hitler has stated in clear and unmistakable language his thesis on the racial superiority of the Germanic people. They alone are fit to rule.

The Japanese, Chinese, Indians, Africans, Spaniards, Portuguese and Americans all belong to inferior races. He denies every freedom that the people of America hold dear.

Just as surely as the sun rises in the east, should Hitler win the war, the time would not be far distant when the people of America would not be permitted to worship God in the manner their consciences dictate. They would tread the way Hitler wants them to tread, and prejudices of race, religion and creed would find expression in America in the rise of Nazi-minded people.

The truth is that the mechanised legions of Hitler, his concentration camps and his financial hocus-pocus offer to the great unprivileged people of the world nothing but poverty and oppression. A victory for the democracies, however, opens for these same people opportunities for a way of life they have never enjoyed before.

I am convinced that the great masses of the people can find in our victory better homes, better clothing, more food and a surer relationship to their land than in any victory of this so-called superior Germanic race. The peoples of India, Africa, Japan, China and all those to the south of us will find through a democratic victory a way of life assuring each one of them at least the simple necessities.

## FIGHT FOR ECONOMIC FREEDOM.

This is not a fiight only for freedom of speech, religion and assembly. It is a fight for economic freedom, for people would fight to fulfil in this generation all that our fathers fought and strove for in the last 200 years.

Hitler proposes to enslave these peoples, drawing to himself and his chosen people the good things of life. His propaganda machine claims that he had freed these peoples, but his actions belie his words, To-day he is starving the people of every nation he has conquered, and then he expects our own people to feed them.

When the democratic victory is won, then the great wealth of the world must be shared with all people. And, just as this victory must not

result in oppression of the German people themselves, by the same token it must result in a vast expansion of the good things of life for the masses of people who for years have been disinherited.

Like many other nations in the world, we cannot afford to wait until one after another of our friends falls under the fierce attack of the powerful enemy. The United States has determined upon a policy of all-out aid to the democracies. That aid must be given without stint and at once. Hitler is strong, but the democracies are stronger. Hitler will not win.

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# NATIONAL UNITY IN BRITAIN.
# ATTITUDE OF LABOUR.
# FREE CRITICISM IN PARLIAMENT.
# COUNTRY SOLIDLY BEHIND MR. CHURCHILL.

By

*E. A. Montague (In a recent B. B. C. talk).*

THE most heartening thing that has happened recently, so it seems to me, did not happen on any battlefront ; it happened at the Central Hall in Westminster, where the Labour Party has been holding its annual conference.

It is a delegate conference representing millions of Englishmen, most of them working men who have suffered by this war. They are the people who sleep in underground shelters because their houses will not stand up to bombing. They are the people who have agreed to work long hours, and not worry for the moment about every letter of their Trade Union rights.

**They are officially the Opposition party, and they voted through their delegates by a majority of more than 99 per cent that the necessary prelude to a just peace is a total victory.**

If Mr. Churchill was ever in any doubt whether the country was really behind him he knows better now. That is what national unity means in Britain to-day. The fact is that there is really no opposition. A month ago Mr. Churchill asked the House of Commons for a vote of confidence, and he got it by 447 votes to 3, again a majority of over 99 per cent.

## FREE CRITICISM.

The position in the House of Commons is really rather curious. The leaders of the two chief Opposition parties, Labour and Liberal, are in the Government, and they still have the support of their party followers.

Purely party opposition therefore would be a form of suicide, but in fact there is what one might call an opposition performing the proper opposition function of criticising the Government for the national benefit, though all its members would truthfully and indignantly deny that they were hostile to the Government.

They belong to all parties. Their most prominent and useful spokesmen are Mr. Shinwell, a Socialist, Lord Winterton, a Conservative, and Mr. Clement Davis, a Liberal National. Then there are independent but important voices like those of Mr. Lloyd George and Mr. Hore-Belisha.

All these and many others question and criticise Government policy quite freely. In fact, criticism of the Government by its own supporters is probably more free nowadays than it was in the peace time days of rigid party loyalties.

You may remember that earlier this year the Government wanted to pass a bill—not in itself a very important bill, still the Government's own—allowing local authorities to open theatres in their areas on Sundays. The House of Commons rejected that bill.

Whether they were wise or foolish to reject it is another matter. The point is that they are still a perfectly free Parliament, able and willing to reject a Government proposal which they disapprove of. **But on the big issues they are behind Mr. Churchill absolutely solid,** as the country is.

## ELECTORAL TRUCE.

When one delegate at the Labour Conference, who happens to be a pacifist, tried to represent the Prime Minister's record as a series of disasters, the Conference merely rocked with laughter.

All the same, the Labour Party did its share of criticising, just as Parliament does. Delegates spoke very bitterly about the profiteering and bad distribution of food. There were some hard things said about the inefficiency of our propaganda. There were other criticisms, but all of them were directed to improving the conduct of the war, not for gaining any personal advantage.

I have never been a supporter of the British Labour party, but I admire them now. They have agreed to the electoral truce, which means that if any sitting member of Parliament dies, there is no election. His place is filled by another man of his own party. That means that Labour cannot benefit during the war by any swing of popular opinion to increase its number of seats.

**They make no attempt to strengthen their own future position at the national expense. They just work away and help all they can. That kind of national unity of effort, natural and not compelled, is one of the things which is going to pull us through.**

## NEW BRITISH BOMBS.

## THEIR FREAKISH BLAST EFFECT.

## REACTION IN HAMBURG.

*The Daily Express Correspondent, Henry Buckley, cabled from Lisbon on May 28 :—*

THE freakish blast effect of the new British bombs is an aspect of recent R. A. F. raids which strikes Hamburgers most.

Hamburg has been astonished to see that one of them may bring down a building in ruins, while the house next door is undamaged and another building 200 yards away is badly smashed by the blast.

A red brick building which faced a white one was struck. Two minutes later the white building had become completely reddened by the pulverised bricks.

Removal of an unexploded British bomb is now regarded as such a dangerous task that prisoners, even those serving penal sentences up to 20 years, can win remission by volunteering help.

Many have been killed, but others have walked out of the jail free men spared ten to fifteen years in prison.

Most of the prominent buildings in the town have been badly damaged, including the law courts, the chief office of the Deutsche Bank, the Foreign Exchange Control office and the American and Brazilian Consulates.

In a heavy raid about ten days ago the authorities admitted that there were 220 dead, but many more were buried under the wreckage, including a number of Danish technical workers employed in the shipyards.

It is impossible to get accurate details of the damage to the shipyards. Any workers even hinting at details would suffer the death penalty ; most of them are not allowed to see the damaged areas.

Hamburgers, according to a Brazilian resident who has arrived in Lisbon, do not trust even the reinforced cellar shelters against the new bombs, only feeling safe in the tunnels of the underground railway.

People believe that the bombing is done with American converted passenger planes.

School children have nearly all been evacuated, although the plan was voluntary. There is now a concentration camp for British prisoners at Eidsehoche just outside the town.

# HOW BATTLES OF GREECE AND CRETE SHOULD BE REGARDED.

# "FLANKGUARD ACTIONS IN GREATER BATTLE FOR SUEZ".

# BASIS OF HITLER'S DECISION TO FIGHT IN MIDDLE EAST.

*by*

*Lieutenant-General Sir Douglas Brownrigg.*

THE Germans by the occupation of Crete have reduced the distance to bombing targets in Egypt by 100 miles, and the Mediterranean has been narrowed for our fleet. The Germans are in a better position to stage an attack on Cyprus, and thus close the encircling ring around Turkey on its European side. They also gain the prestige which accompanies a victory. Let all this be admitted, but let the other side of the account be studied too.

Our War Cabinet was quite aware that the chances of success in Greece were against us. Mr. Eden made this perfectly clear in the Commons three weeks ago. We must therefore assume that the War Cabinet was equally alive to the probability that the *Luftwaffe* would have an overwhelming Superiority over Crete, and that success here was at the best very problematical. Yet they took the risk. Why? **Because the War Cabinet and their Service advisers view the war as a whole**, and do not confine their attention to what, perhaps, from the public view point, is more spectacular.

## SHIFTING SCENE.

Viewing the war as a whole, it must have been apparent to them that delay of the enemy's plans in Greece aud Crete would give the Empire forces time to carry out important moves in other parts of the world. They also had to consider the effect of their actions on public opinion in America, Turkey, Spain and the Arab world. Three weeks of delay in the German plans in Greece, added to a fortnight's delay in Crete, have had a cumulative effect. **In that month much has happened. American opinion has hardened; Rommel has been compelled to halt in the unpleasant surroundings of a desert in summer; Rashid Ali has collapsed; and the liquidation of the Italian East African empire has released valuable troops for action in Egypt, and if found desirable, for an advance over the Palestine border into Syria. These are very real advantages.**

In my view the Battles of Greece and Crete should be looked upon as a flankguard action in a greater battle for the Suez Canal, and for the oil-fields of Iraq. This gallant flankguard action has gained time for the main body in the Middle East to go to action stations for a big encounter.

**Napoleon once said, "In war ask of me anything but time." Hitler has lost months worth of this priceless commodity.**

It is worth while in passing to spare a thought for the German communications. So long as he kept on land, Hitler had little to fear for his lines of communication. But an army cannot be maintained from the air alone. Action against Cyprus and Syria means the keeping open of supply lines in the face of British sea power. Hitler has chosen this risk rather than force his way by land through Turkey. He must have weighty reasons for such a course. So far the Germans have only once attempted to establish their lines of communication across waters controlled by the Royal Navy, and so far that is the only operation which has been decisively checked. I refer to Rommel in Libya.

**This thought should give us great encouragement for future operations now unfolding. But that is not the only, or indeed the most important, consideration. Hitler has chosen to fight in the Middle East when he knows as all the world knows) that a decision can only be reached on over and around this island of Britain. Now is the time when northern Europe offers the best climatic conditions for campaigning, and when the Middle East should deter an aggressive adventurer. Yet he has chosen the Middle East. He still has the initiative, but this choice shows that it is slipping from him.**

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## GERMANS ANXIOUS TO KEEP U. S. OUT OF WAR.

## FACTORS PRESIDENT ROOSEVELT MUST CONSIDER.

## HOW SHIPPING MAY BE PROTECTED.

## KEEPING SEA LANES CLEAR OF RAIDERS.

*The Daily Telegraph Washington Correspondent cabled on May 29 :—*

OFFICIAL reports which have been received here on the reactions to President Roosevelt's speech have convinced Administration officials that **Germany will go to extreme lengths to avoid bringing the United States into the war.**

The Germans realise that any incident, such as shooting at an American patrol vessel, might provide the needed stimulus which would propel American public opinion beyond the boundary wall which now separates its policy from a policy of belligerency.

The Nazis will threaten and bluster to encourage Isolationist opposition to the President, but will be reluctant to act.

At the moment the United States is like a ship with engines running ready to start on a journey. The captain is on the bridge. Everybody knows where he intends to go.

All that delays a start is hesitation among a section of the crew over signing on for the trip. The crew, that is to say the American public, is more united as a result of their captain's talk two nights ago, but the American public, taken as a whole, is slow-moving.

It may be some weeks before the President, after studying reports from all sections of the country, can decide on his future plans.

Mr. Roosevelt has always to take two factors into consideration. **He has to weigh the risks of dividing the country into irreconcilable camps or of failing to take action in time to ward off threats against its security.**

At his press conference on the 28th night the President, after stating that he had not any immediate ideas for supplementing the Atlantic patrol system, added that, even if he had, he would not announce details in advance since Hitler would like to know what they were. The general lines along which the President's naval advisers are thinking are, however, certainly well known to the Germans here.

**Convoys, under any form, are definitely "out". Instead there has been a reversion to the sea lane idea.** The difference in the two conceptions is best illustrated by an example.

If you wish to walk in a lawless section of the town you can either take a couple of bodyguards with you, or see that the police force clear the street of gangsters before you enter it. Convoys are bodyguards. The new plan consists in keeping the road clear.

**United States' interests now extend as far as Iceland.** The sea lane could with ease be kept free of marauders by American sea and air patrols operating from Atlantic ports and bases now being established in Newfoundland and Greenland. Since the President has declared that he will not ask Congress to modify the Neutrality Act, the protection of **the last stretch of the journey will be Britain's job. (What about Dakar ? Ed.)**

Actually American naval and air forces could venture into the combat zone, despite the Neutrality Act, which only applies to American merchant shipping, but as generally presented the American task is assumed to end at Iceland.

One omission in the President's speech which is attracting increasing attention was that he did not state what the American attitude would be towards an attempted invasion of Britain.

Obviously a German invasion of England or Ireland would constitute more of a threat. **Officials point out, however, that the President could dismiss the possibility of a successful invasion of Britain,** while a German occupation of Atlantic islands and of points on the west coast of Africa was more probable.

Reports from American officials, however, state that there has not been any German movement into French West Africa. Thus there is no obvious excuse for the abandonment by the United States of its policy of supporting Pétain.

## NAZIS' ELABORATE METHODS OF CAMOUFLAGE.

## SEQUEL TO RAIDS ON HAMBURG, HANOVER AND BREMEN.

## TRAVELLER'S ACCOUNT OF R.A.F. DAMAGE.

*The **Daily Telegraph's** Special Correspondent on the German frontier cabled on May 28.*

The Germans have adopted elaborate methods of camouflage in an endeavour to check the devastating R. A. F. raids on Hamburg, Hanover and Bremen. According to a traveller who has visited these three cities recently, the railway stations at Hanover and Hamburg, and other equally extensive targets, were completely hidden under a canopy of timber, rising on a gentle ramp to form an artificial mound. This was covered with grass and rows of shrubs, the effect from the air being that of a road running through fields over the crest of a hill.

The Germans also attempted to disguise the landmarks by which they believe R. A. F. pilots check their course near Hamburg. The shape of Alster Lake has been altered by covering parts of it with boards supported on piles. Another lake near Hamburg has been camouflaged by the same method.

After eight or nine oil storage tanks had been blown up near Hanover, and production stopped for several weeks, the Nazis covered the remaining tanks by erecting dummy houses on top.

Local people told my informant that millions of marks had been spent on camouflaging landmarks.

Describing the devastation in the three cities, he said Hanover had suffered great damage. Whole streets in the industrial districts of the city had been " blown completely flat."

One of the most important targets which has been hit several times is the Continental Rubber Works, which makes rubber boats for the *Luftwaffe* bombers, and a kind of rubber casing which the Germans are now using to cover parts of submarines.

Apparently, the Germans find that sea water quickly attacks paint, leaving the bright metal easily visible from the air. Rubber casing is used as a camouflage. As a result of one R. A. F. attack, the works had to be closed down for ten days.

During another recent raid, the Hanover tram depót received a direct hit and was burned out, 145 trams and buses being destroyed. Transport in the city is now chaotic.

At Hamburg the traveller was impressed by the tremendous devastation in the port area. Piles of débris and gutted buildings could be seen every where, and much damage had been done to the port installations.

Lombards Bridge had been hit, two of the three channels being un-navigable. An incendiary bomb started a fire which burned out the big Hamburg department store, the Alsberghaus. The proprietor, an Aryan for whose benefit the store had boen confiscated from its former Jewish owner-ship, committed suicide from fear of having neglected to provide air raid guards.

In the free port at Bremen, the traveller saw skeletons of grain and coffee warehouses. Goods are now being stored in empty villas to distribute the risk.

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# EUROPEAN SITUATION THROUGH AMERICAN EYES.

# HOW LONG WILL THE GERMAN PEOPLE CARRY ON?

# QUESTION OF U. S. RECOGNITION OF GEN. DE GAULLE.

# COMMENT ON THE ATTITUDE OF EIRE.

*(Here are typical American press comments on the European situation for the week from May 30 to June 5, 1941).*

*In the* ***Red Book Herman Rauschning*** *writes.—*

Slowly and irresistibly, the doom of the German nation rises over the horizon. Nazism has done everything that discipline, terrorization and brutal compulsion can to a nation which is easy to discipline and deceive, but it is unable to inspire it with faith in the necessity for further sacrifices. So long as the war remains a remote drama outside the national frontiers, the nation is ready to put up with certain things. The Germans will change their minds as soon as the war raises its destructive head over their country. Then the weakness of the whole order will emerge. They cannot withstand the terrors of aerial bombardment. The masses will not hold out. Some day there will be another August 8, 1918, when the army and the whole nation will refuse to carry on. When the spell of terror is broken, as was the spell of obedience in 1918, the leaders will be impotent. German military men know this, and it is this that they strive to prevent by all means. It must, nevertheless, occur.

*The* ***New York Times*** *of June 1 wrote.—*

The *Detroit Free Press* will say in its front-page "statement of policy" in its Sunday editions that it is prepared to abandon its Isolationist stand and pledge complete support to the President. An editorial says: "The *Free Press* was opposed to every step leading towards involvement......but now the die is cast. We are in this war quite as though Congress had made a formal declaration of hostilities. There is no turning back. To this end the *Free Press* pledges its complete support to President Roosevelt as the Commander-in-Chief."

*The* ***New York Heraled-Tribune*** *of June 2 wrote.—*

It is now painfully evident that Vichy has not the faintest title to represent the cause in which the French people enlisted at the outbreak of war. Therefore those who believe in the cause have no recourse but to turn unreservedly

to that valiant little band of Frenchmen who have upheld it without faltering—the followers of General de Gaulle. They are the actual representatives of the real France. We believe the United States should officially accept them as such and give them all the aid in its power.

*The Cincinnati Enquirer wrote on June 1.—*

The Government of Eire continues to exhibit an amazing lack of realism and total disregard for its own interests.

Eire leans heavily upon Britain for its very sustenance. It is not realistic for the Irish to let their legitimate resentment over past grievances blind them to to-day's needs.

As the examples of Axis treatment of neutral nations multiply, it is incredible that the Irish continue to hold their indefensible policy of refusing vital bases to Britain.

A Gallup poll on the question "Would you rather see Britain surrender to Germany than have the United States go to war?" resulted as follows: "Would rather have United States enter war"—62 per cent; "Would prefer Britain to surrender"—26 per cent; "Undecided?"—12 per cent.

To the question "Do you think the United States will enter the war in Europe some time before it is over, or do you think we shall stay out?" the reply was "Go in"—85 per cent; "Stay out"—15 per cent.

To the question, "If Germany and Italy should defeat Britain in the present war, do you think they would start a war against us within the next ten years?" the answer was: "Yes"—62 per cent; "No"—29 per cent; "Undecided"—9 per cent.

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# COSMOPOLITANA.

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1. "The battle for the Ukraine and the Caucasus is the battle for India."

(*Mr. Polin Seal, Secretary of the Indian National Committee, London, June 30*).

2. "There is no need for panic or misgiving about the result, provided we all put forth the maximum effort unceasingly."

(*Lord Beaverbrooke, Minister of Supply, London, June 30*).

3. "Those who felt that India had nothing to fear and Hitler intended only the destruction of British Imperialism would find that, in the ruthless march of the Nazi war machine, their safety did not lie in their neutrality"

*(Mr. T. G. Rutherford, Adviser to the Governor of Madràs, Coimbatore, June 30).*

4. "We will crush the Germans"

*(Mr. Molotov, Moscow, June 22).*

5. "We are resolved to destroy Hitler and every vestige of the Nazi régime."

*(Mr. Winston Churchill, London, June 22 ).*

6. "It is obvious that any one killing a German for us, is doing a good job of work."

*(Mr. Menzies, Australian Prime Minister, Canberra, June 23).*

7. "In Europe nation after nation has been caught napping by the subtle and sinister strokes of Nazi strategy. Will Asia and particularly, India, fall a victim to the same folly?"

*(Field Marshall Lord Birdwood, Madras Mail, June 25).*

8. "Will Mahatma Gandhi and the Congress be still blind to the realities or are they hunting with the hound and running with the hare?"

*(Sir Mohamed Yakub, Reforms Adviser to H. E. H. The Nizam's Government, Hyderabad, June 23).*

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## Examples of Misleading Statements in Enemy Broadcasts to India and the Near East for the period June 16—22, 1941.

### A.—BROADCASTS IN ENGLISH.

### SUPREME SOMERSAULT.

The reasons which Hitler gave to the world on Sunday for his unprovoked attack on Russia demolish at one stroke the whole of Nazi propaganda throughout the past 22 months. **They also constitute the greatest confession of diplomatic defeat which any statesman has ever made publicly.**

On August 24, 1939, Hitler's bagman, von Ribbentrop described his new pact with the Soviet as "one of the most significant turning-points in the history of the two peoples," and immediately the whole force of Goebbels' propaganda -machine was diverted to the task of persuading the world (and particularly the German people) that the Russo-German pact was a triumph of astute and realistic diplomacy.

**Now, 22 months later, Hitler tearfully admits that the consequences of this diplomatic triumph have been "terribly harsh" and have caused him months of "grave yet silent sorrow"!**

## BRITAIN'S "ILLUSORY HOPES".

Meanwhile, what did Hitler say about his Russian alliance while it was still in being? In his speech to the Reichestag on July 19, 1940, he told that sorry collection of hand-picked yes-men:

> "Among the hopes of English statesmen is a belief in a possible new alienation between Germany and Russia. Germano-Russian relations have been finally settled, and any hopes that a new Germano-Russian tension may intervene is infantile. British hopes of relieving pressure on herself by bringing about a new European crisis are illusory as far as Germany and Russia are concerned."

Seldom has any national leader had to eat his own words so soon after they were uttered. Even the slow-witted German people will realize that this new "European crisis", this new "alienation between Germany and Russia," has been forced upon their Fuehrer by Britain's tremendous resistance, by her smashing defeat of the *Luftwaffe* last autumn, by her refusal to be cowed by indiscriminate bombing, by her ever-growing ability to meet and fight Hitler wherever he goes and whatever he does. **Hitler has had to attack Russia in the hope of getting the wherewithal to carry on that long war which is now the hideous reality confronting this tyrant, who had pinned his hopes on an unbroken succession of blitzkriegs.**

## FAIR WORDS PRELUDE TO TREACHERY.

In view of what has happened this weekend, the following remarks from German sources during the last few months are not without interest.

> "We have known ever since August 1939 that our relationship with Russia is one of co-operation and friendship. To prove this fact, it has not been necessary to conduct a vast propaganda campaign".
>
> *Lord Haw-Haw, Nov. 13, 1940.*

"Germany and Russia have embarked on a policy which takes into account the vital interests of the other party and eliminates every possibility of friction......... **That attitude is fundamental and not merely a matter of temporary adaptation.**"

*Nazi radio, Nov.* 13, 1940.

"All economic questions, including those arising out of Russia's acquisition of new territories, have been solved in such a manner as to serve best the interests of both parties."

*Nazi radio, Jan.* 11, 1941.

Germans with retentive memories will not have forgotten those and similar declarations. Most clearly of all, however, will they remember these words of their own Fuehrer, written in *Mein Kampf* long before the war began : **" The fact of (Germany's) forming an alliance with Russia would be the signal for a new war. And the result of that war would be the end of Germany ".** The first part of that forecast has already come true.

## RAID ON ALEXANDRIA.

In their English broadcast of June 19 the Nazis claim that during the night of June 17-18 the German bombers made a successful attack on military objectives in the harbour of Alexandria.

Actually, according to an Egyptian Ministry communiqué, the alert lasted about an hour and a half. One casualty occurred and the damage done was very slight. This result was achieved by what the Germans term their bombs of the heaviest calibre.

# B.—BROADCASTS IN ASIATIC LANGUAGES.

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## TURKO-GERMAN PACT.

On June 19 all the German broadcasts in Asiatic languages went out of their way to depict the signing of the Turko-German Pact as defeat for Britain.

Actually, though for months past Germany had brought the maximum amount of pressure to bear on Turkey, the Turks have not only preserved their present state of non-involvement in the war, but have shown their determination to remain faithful to the Anglo-Turkish treaty of alliance. **It is characteristic, however, of Dr. Goebbels' propaganda methods that the various German broadcasts entirely ignore the significance of M. Sarajoglu's important statement that Turkey's actual and existing obligations remain unaffected.**

## UNTRUTHS ABOUT IRAQ.

The Nazis' Hindustani radio broadcast on June 16, an impressive but entirely untrue report of continued fighting between British and Iraqi forces, as well as vague allusions to "atrocities" committed in Baghdad by "the British and the Jews".

**Under the armistice terms, Iraqi troops have returned to their peace-time stations and the disorders which resulted from Rashid Ali's withdrawal of the police have now ceased. Jamil Madfai's Ministry has succeeded in re-establishing peace and order throughout the country, and conditions are normal everywhere.**

## "DUM-DUM BULLETS IN THE WESTERN DESERT".

In their Hindustani broadcast of June 18, the Nazis 'quoted' the testimony of an American observer to the effect that dum-dum bullets were being used by British soldiers and airmen in the Tobruk area.

Apart from any humanitarian reasons, such bullets are never used because they are erratic in flight and liable to damage the bore of a modern rifle. It would certainly be impossible to fire such a bullet from the type of high-speed machine-gun used by the R. A. F.

**The only explanation for the Germans' story is that they are trying to find some excuse for their failure to eject the British garrison from Tobruk.**

## UNIFORMS FOR TROOPS.

The Nazi radio, while chattering about the so-styled strikes in the Indian textile factories, stated on June 17 that the British Government have even to face difficulties in getting uniforms for its troops.

**That these difficulties are a product of the Nazi imagination is proved by the fact that in Madras alone the production of army clothing exceeded the figure of one million garments last month.**

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# PROGRAMME OF LECTURES

OF THE

## Pudukkottai State War Information Bureau.

## LECTURE LI.

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|---|---|---|---|
| 1941— | | | |
| July | ... 5, Saturday ... | Town Hall ... | 6.30 p. m. |
| | 6, Sunday ... | Nirpalani ... | 6.00 p. m. |
| | | Avoor ... | 6.30 p. m. |
| | 7, Monday ... | Semmattividuthi ... | 6.00 p. m. |
| | | Malayur ... | 6.30 p. m. |
| | 8, Tuesday ... | Karayur ... | 6.00 p. m. |
| | | Idayathur ... | 6.30 p. m. |
| | 9, Wednesday | Andakkulam ... | 6.00 p. m. |
| | | Killanur ... | 6.30 p. m. |
| | 10, Thursday ... | Narthamalai ... | 6.00 p. m. |
| | | Uppiliakkudi ... | 6.30 p. m. |
| | 11, Friday ... | Konnayur ... | 6.00 p. m. |
| | | Vegupatti ... | 6.30 p. m. |

## LECTURE LII

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|---|---|---|
| 12, Saturday ... | Town Hall ... | 6.30 p. m. |
| 13, Sunday ... | College (A) English ... | 10.15 a. m. |
| | Muslim Association, Pudukkottai. | 5.00 p. m. |
| | Kolavoipatti ... | 6.00 p. m. |
| | Kilayur (South) ... | 6.30 p. m. |
| 14, Monday ... | College (B) Tamil ... | 10.15 a. m. |
| | Odukkur ... | 6.00 p. m. |
| | Nanguppatti ... | 6.30 p. m. |
| 15, Tuesday ... | Melur ... | 6.00 p. m. |
| | Pillamangalam ... | 6.30 p. m. |
| 16, Wednesday | C. S. M. High School ... | 10.00 a. m. |
| | Vellanur ... | 6.00 p. m. |
| | Puthambur ... | 6.30 p. m. |
| 17, Thursday ... | Thiruvarangulam ... | 6.00 p. m. |
| | Vamban ... | 6.30 p. m. |
| 18, Friday ... | Puliyur ... | 6.00 p. m. |
| | Kannangudi ... | 6.30 p. m. |

Sri Brihadamba State Press, Pudukkottai, 1,000—5-7-41.